



Miscellaneous

No: 1018

Air Navigation Order 2009

Publication date: 1 May 2014

General Exemption E 3788

Flying Tests

- 1) This exemption applies to any non-EASA aircraft registered in the United Kingdom with a maximum take-off weight authorised not exceeding 2,730 kg which has a Certificate of Airworthiness and which is operated and maintained in accordance with the airworthiness provisions of Part 3 of the Air Navigation Order 2009 ('the Order') applicable to private flight ('a specified aircraft').
- 2) The Civil Aviation Authority, in exercise of its powers under Article 242 of the Order, hereby exempts any specified aircraft from the requirement in:
 - a) Article 25(1) to be maintained in accordance with a maintenance schedule approved by the CAA in relation to that aircraft in so far as any condition of that maintenance schedule provides that the engine must not exceed the operating time or calendar time limitation of a recommended overhaul period;
 - b) Article 25(2) to have a certificate of maintenance review; and
 - c) Article 27 that an aerial work aircraft must have a technical log or approved record.
- 3) This exemption is issued subject to the following conditions:
 - a) This exemption only applies when flying for the purposes of aerial work which consists solely of the conducting of flying tests for the purpose of the grant or revalidation of a pilot's licence or the inclusion of a rating in the licence or the revalidation of a rating.
 - b) When a non-EASA aircraft is flying in reliance of this exemption the provisions of paragraph 3.1.2 of Generic Requirement 24 published in CAP 747 must be complied with as though the aircraft was being flown for private purposes.
 - c) The person undergoing the said test must be:
 - i) registered as the sole owner of the said aircraft;
 - ii) the spouse [or child] of the registered sole owner;
 - iii) a director of a limited company which is the registered owner of the said aircraft; or
 - iv) a joint owner of the aircraft or a registered shareholder of the company which owns the aircraft, owned in accordance with Article 269(2) of the Order.

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- d) Whenever a flight pursuant to the exemption is conducted in a non-EASA aircraft, the last scheduled maintenance inspection prior to the flight must have been certified by an appropriately licensed engineer or suitably approved organisation that must have issued a Certificate of Release to Service in respect thereof.
 - e) At the time of any flight pursuant to this exemption in a non-EASA aircraft there must have been no pilot maintenance carried out since the maintenance inspection referred to in sub-paragraph (d) above.
- 4) This exemption supersedes Official Record Series 4 No. 967, which is hereby revoked.
 - 5) This exemption has effect from the date hereof until 30 April 2015 unless previously revoked or suspended.

J E Benyon
for the Civil Aviation Authority

28 April 2014